

AASHTO Honors Max Baucus

MDT Director Jim Lynch recently had the honor of presenting U.S. Senator Max Baucus with an award from the American Association of State Highway and Transportation Officials (AASHTO). The award recognized the Senator's efforts in passing the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Senator Baucus played an instrumental role in the passage of the transportation funding bill as a member of the Environment and Public Works Committee and as the ranking member of the Senate Finance Committee.

"Max didn't shy away from the struggle it took to ensure Montana got its fair share of transportation dollars," Lynch said. "It was an honor to be part of AASHTO's recognition of him."

Perhaps one of the most important provisions of SAFETEA-LU is the locked percentage of funding Montana will receive. Under the last federal multiyear authorization act (TEA-21),

Director Lynch presents Senator Baucus with a plaque depicting the beauty of Montana's roadways and honoring him for his contributions to the new highway bill. The presentation took place in Washington D.C. in early February.



Montana's share degraded each year which, if continued under SAFETEA-LU, would have caused the state to lose significant funding. Senator Baucus was able to lock the percentage share in the bill so Montana and other small-population, rural states would not be hurt by growth to more populated states.

For the first time, the national highway funding formula recognizes the unique needs of large, low-population-

density states like Montana. The national transportation program is intended to build, maintain, and support this nation's highway system across every state. States like Montana with thousands of miles of highways, few people, and large federally owned areas need to receive more funding from the federal government than they contribute. Currently Montana receives approximately \$6.69 for every dollar paid in federal fuel tax.

National Work Zone Awareness Week April 3-9

Between 1997 and 2004, national work zone fatalities increased nearly 50 percent. In 2004, there were 1,068 work zone fatalities, which amounted to 2.5 percent of all roadway fatalities for the year. More than four out of every five work zone fatalities were motorists.

In all, in 2004, there were an estimated 115,000 work zone crashes, and an estimated 49,620 people were injured in work zone crashes (1.8 percent of all roadway injuries).

Put in perspective, this means:

- There was one work zone fatality every 8.2 hours (3 a day).
- There was one work zone injury every 9 minutes (160 a day).

This information is from the Federal Highway Administration Web site, <http://safety.fhwa.dot.gov>.

Help Reduce Work Zone Crashes

In 2003, the Montana Work Zone Safety Group, composed of contractors, work zone instructors, researchers, patrol officers, and construction and maintenance personnel, set two targets for work zone safety:

1. Reduce work zone crashes in 2005 by 20 percent compared to 2002.
2. Reduce work zone fatalities and injuries by 30 percent compared to 2002. (See June 2004 *Newsline*.)

In an effort to meet these targets, MDT and other organizations have taken a number of steps including the following:

- The media and MDT have provided public service messages about work zone safety.
- Highway contractors are using crashworthy devices, variable message signs, and accelerated construction methods.
- The legislature has passed new work zone safety laws.
- Law enforcement assists drivers in work zones.
- The Transportation Awareness Program, an organization of MDT employees, promotes work zone safety at fairs, local events, and driver education classes.
- MDT has revised its construction zone detailed drawings and specifications to more accurately reflect the conditions in work zones. These drawings and specifications tell construction crews where to set up safety devices and what kind of traffic control is necessary for each situation.

MDT appreciates the efforts of contractors, law enforcement, the media, and maintenance workers to warn, control, and guide travelers through construction zones and thanks the public for obeying traffic rules in work zones. While the state met its goal of reducing work zone fatalities and injuries, the number of work zone crashes did not decrease. Montana Highway Patrol records show that in 2005 there were 283 work zone crashes resulting in 4 fatalities and 127 injuries. (See graphs at right.)

Although we all would like to see zero crashes in work zones, we need to set intermediate goals. The Work Zone Safety Group challenges all Montanans with the following targets for 2010:

1. Reduce work zone crashes by 20 percent compared to 2004.
2. Reduce fatalities and injuries in work zones by 30 percent compared to 2004.

Here are some recommendations for drivers based on a review of a sample of 2005 work zone crashes:

- **Observe following distances and obey speed limits.** In 2005, about 50 percent of vehicle collisions in work zones were rear-end collisions. Speed limits are often reduced in work zones, especially during flagger and chip seal operations.
- **Obey right-of-way rules.** Be extra cautious around construction equipment and trucks.
- **Give trucks adequate space.** Allow trucks in construction zones room to maneuver and change lanes, and remember

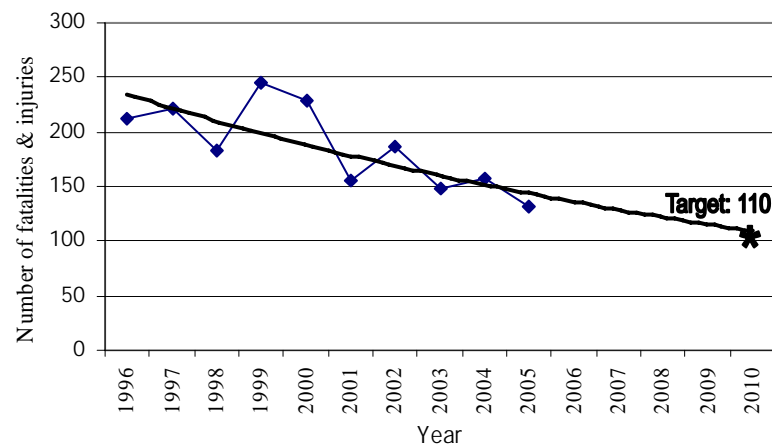
to stay out of the no-zone, the area where the truck driver cannot see your vehicle.

- **Motorcyclists should watch road surface conditions.** Slow down in construction zones—the roadway surface is often not paved. Plan your trips and, if you can, use alternate routes. MDT's Web site www.mdt.mt.gov gives information on construction sites. Construction information is also available by dialing 511. In the winter, MDT's Web site and the 511 number provide road and weather conditions.
- **Follow the delineated path. Obey traffic controls.** Statistics show that single-vehicle, off-road crashes account for 25 percent of work zone crashes. Inattention, speeding, alcohol, and falling asleep are contributing factors.
- **Concentrate on driving.** Don't get distracted by the workers, activities in the construction zone, other occupants, or your cell phone. Observe the actions of other drivers.
- **Respect the flaggers and workers.** They work long, hard hours to provide you a good pavement surface and a safe road.

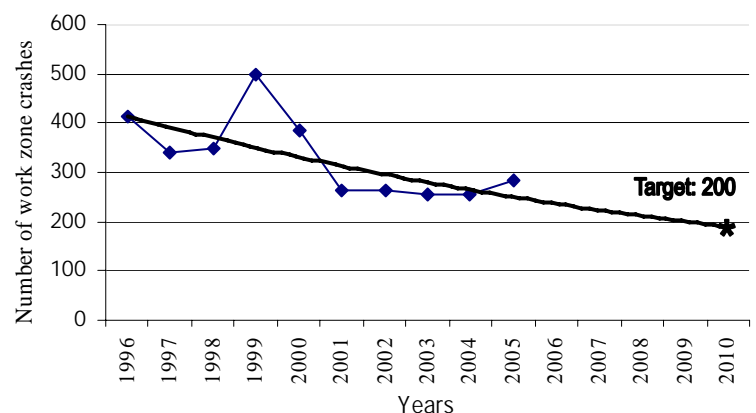
Remember, about half the population of Montana was involved in a highway crash within the last ten years, so please drive defensively at all times.

HAVE A SAFE CONSTRUCTION SEASON!

Fatalities and Injuries in Work Zones



Work Zone Crashes





MDT's rumble-strip policy attempts to accommodate bicyclists without compromising the safety of motorists. In this photo, bicyclists and a motor vehicle share U.S. Highway 12 between Helena and Townsend.

“Singing Shoulders” Protect Motorists

New Jersey was the first state to experiment with rumble strips in 1955 when 25 miles of the Garden State Parkway were fitted with "singing shoulders." In 1986, the U.S. Department of Transportation endorsed the use of rumble strips as an effective measure for improving highway safety.

In Montana, MDT employed rumble strips on an experimental basis prior to 1996. On March 1, 1996, the Department adopted a policy that incorporated shoulder rumble strips for most new construction, reconstruction, and overlay projects. The policy was most recently revised in 2000.

A March 2003 "before and after" study of off-road crashes by Marvin & Associates revealed that rumble strips on Montana's Interstate highways resulted in a 14 percent reduction in the crash rate and a 23.5 percent reduction in the severity rate. This demonstrates that rumble strips are an effective tool for design engineers in making our highways safer, but rumble strips can also be a concern for other highway users such as bicyclists.

The challenge for design engineers is to provide an effective, bicycle-friendly rumble strip design that does not reduce pavement life or unduly complicate maintenance operations. The 2000 MDT rumble strip policy established bicycle-friendly design criteria that are still effective in preventing run-off-the-road accidents. For example, unlike earlier continuous designs, the current design includes regular gaps to provide bicyclists with opportunities to safely cross rumble strips.

MDT replaces older rumble strips with new ones that meet the current design standards with every pavement-related improvement project (where adequate road widths exist). MDT design engineers are now evaluating the merits of centerline rumble strips on certain types of roads. If you are interested in the specifics of MDT's rumble strip design policy, you can access it at <http://mdtinfo.mdt.mt.gov/eng/docs/engmgmt/96%2D01.pdf>.

Surface Transportation Board Chairman Visits State



Governor Schweitzer, Department of Agriculture Director Nancy Peterson, Surface Transportation Board Chairman Douglas Buttrey, MDT Director Jim Lynch, and Public Service Commission Chairman Greg Jergeson visit with attendees at the February 21 town hall meeting in Denton.

Surface Transportation Board Chairman Douglas Buttrey joined Governor Schweitzer and other state and local officials on February 21 for a day-long tour of Central Montana. The tour began in Helena and ended with a town hall meeting in Denton followed by a visit to the Central Montana Railroad maintenance facility. The tour gave Chairman Buttrey the opportunity to see and hear for himself how important reliable and reasonably priced rail service is to Montana's economy.

The U.S. Surface Transportation Board, the successor to the Interstate Commerce Commission, is a three-member federal regulatory board with jurisdiction over railroad rate and service issues, railroad mergers and abandonments, new railroad construction, and a variety of other transportation issues.

As a state with an economy that is heavily dependent on railroads to move raw commodities such as grain and coal to domestic and foreign markets, Montana has a significant interest in Surface Transportation Board activities especially in the area of rail shipping rates and service. Governor Schweitzer and other participants in the February 21 events provided Chairman Buttrey with a wealth of information about the challenges faced by Montana shippers.

This was the second time Chairman Buttrey has visited Montana in the last six months at the invitation of Governor Schweitzer.

For more information about the Surface Transportation Board, visit www.stb.dot.gov.



Trains loading coal at Colstrip, filling grain cars at Moccasin, traversing the plains near Hardin, and picking up passengers at Shelby illustrate some of the roles railroads play in Montana's economy.

Streamlining Corridor Planning

Highway corridor plans are a relatively new concept at MDT. They are designed to provide opportunities for public input and include planning-level analysis that complements the National Environmental Policy Act (NEPA) requirements. Corridor plans also reduce the cost of environmental documents and speed project delivery.

For many years, federal laws have required a metropolitan and statewide planning process for federally funded highway projects. This process emphasizes public involvement and consideration of environmental issues. NEPA, which was enacted in 1969, also requires highway project planners to consider environmental issues and public input. In the past, lack of coordination between the planning process and the environmental process often led to duplication of effort, delays, and more costly outcomes.

MDT is using corridor plans to address this issue. The plans and environmental analysis are designed to work together. The plans emphasize early and continual involvement of the public and environmental, regulatory, and resource agencies. With early coordination, these agencies and the public are more likely to accept the decisions and analyses resulting from the planning and NEPA processes.

Corridor plans generally contain the following elements: issue identification, documentation of existing conditions, environmental analysis, traffic forecasts, development of goals, a purpose and need statement, a list of improvements to meet goals, long-term corridor needs, and a public involvement process.

For more information, contact Lynn Zanto at 444-3445 or lzanto@mt.gov.

What Is a Corridor?

A highway corridor is a highway segment connecting different regions and communities. Traffic within a corridor follows a general flow pattern between logical end points. In some cases, a corridor can contain a number of roads and highways as well as railroad tracks, bus routes, and airways.

Transit Tales



Children and parents from Vaughn Elementary School braved chilly temperatures and cloudy skies to join over 3 million other participants from 37 countries on International Walk to School Day, October 5, 2005. This event aims to enhance kids' health, improve air quality, and create safer routes for walking and bicycling. For more information, visit www.iwalktoschool.org.

Springtime Safety Tips

Spring means longer daylight hours, more outdoor activities, and more walkers and bicyclists enjoying the benefits of outdoor exercise.

Keep the following safety tips in mind as you enjoy Montana's great outdoors, and remember to reinforce safe walking and bicycling habits in children.

Walkers:

- Always walk on sidewalks when available or to the far edge of the roadway.
- Walk facing oncoming traffic.
- Always obey traffic signals and cross at crosswalks.
- Stop at the corner or edge of the road and look before crossing. Look left, right, behind you, then left again before crossing.
- At night, always try to walk with a companion.
- Wear bright, highly reflective clothing.
- Wear reflective leg or armbands.
- Carry a flashlight.
- Be sure you are visible—and don't forget Fido!

Bicyclists:

- Wear a helmet.
- Ride with traffic.
- Be visible—ride predictably and in a straight line.
- Obey traffic signals and laws.
- Wear bright, reflective clothing and gear.
- Do regular bicycle maintenance.

Montana laws require bicyclists who ride at night to equip their bikes with



The River's Edge Trail, which runs 25 miles along the Missouri River near Great Falls, is a great place for walkers, bicyclists, and tricyclists to enjoy a warm-weather outing.

the following lights and reflectors:

- A front lamp that emits a white light visible from at least 500 feet. (A rear lamp that emits a red light visible from at least 500 feet may be used in addition to the required reflectors.)
- A colorless, front-facing reflector, a red rear-facing reflector, and colorless or amber reflectors on the front and back of the pedals.
- Tires must have either retroreflective sidewalls or reflectors mounted on the spokes of each wheel within 3 inches of the rim that are visible from each side of the wheel. The reflectors on the front wheel must be either colorless or amber and the rear wheel reflectors must be amber or red.

For more information, contact Pam Langve-Davis at 444-9273 or plangvedavis@mt.gov.

The Port, the State, and the Operator

A Montana Success Story

The Scouler Grain facility at the Port of Montana (POM), west of Butte, has provided Montana grain producers with an important rail-shipping alternative for over twenty years. The busy facility is also an excellent example of a successful funding arrangement that involved funding from several private and public sources.

The original 1984 funding agreement between POM and the state of Montana committed the state to loan Federal Local Rail Freight Assistance (LRFA) Program funds to POM to help fund the construction of a one-million bushel grain subterminal. The construction included trackage, storage, and other facilities necessary for the marketing of grain. In exchange, POM agreed to repay the loan 20 years after the completion of the project.

POM subsequently selected Scouler Grain to operate the new facility.

POM recently repaid the original loan to MDT in accordance with the 1984 agreement. Although this payment completed the official funding arrangement for the Scouler Grain facility, the facility will continue to serve Montana producers for many years.

Although Congress has not provided any new funds to the Federal Local Rail Freight Assistance Program in over ten years, MDT has some repaid LRFA funds available for loans to other eligible projects. Contact David Jacobs at 444-7646 or dajacobs@mt.gov for more information on this and other MDT rail programs.

CTEP Spotlight



The post trader's building was a retail store that sold tobacco, coffee, books, and personal care items to the soldiers and civilians who lived at Fort Assinniboiné.

CTEP Aids Fort Rehab

A little known but fascinating piece of Montana is getting a new lease on life, thanks in part to funding from MDT's Community Transportation Enhancement Program (CTEP). The post trader's building, one of 17 remaining original structures at historic Fort Assinniboiné, is undergoing a structural rehabilitation and facelift as part of the Fort Assinniboiné Preservation Association's plan to create a tourist destination at the site.

Eventually the site, located about 6 miles southwest of Havre on the Northern Agricultural Research Center grounds, will include a self-guided walking tour, an interpretative center, a park, and a tour on a tractor-pulled wagon.

The red-brick post trader's building served an average of 600 soldiers and civilians who lived at Fort Assinniboiné until it was abandoned in 1911. The fort was built in 1879-80 and contained more than 100 buildings. For a time, it was the largest military reservation west of the Mississippi. In 1989, the fort was placed on the National Register of Historic Places.

Restoration work on the post trader's building began in 1996 and is nearing completion this spring. The restoration has included roof and structural repair, porch work, and rebuilding deteriorated brickwork. The city of Havre and Hill County committed nearly \$70,000 in CTEP funds to the project with the remaining 13.42 percent coming from local sources. Lee Prinzing from Ulm was the prime contractor.

Fort Assinniboiné

Built in the aftermath of Custer's defeat at Little Big Horn and the surrender of the Nez Perce at the Battle of the Bear Paws, Fort Assinniboiné played an important role in Montana history. It was instrumental in the development of Havre as a regional commercial center and contributed to the fortunes of several early Montana entrepreneurs including Charles A. Broadwater, who owned the post store and several other businesses at the fort.

Duties for soldiers stationed at Fort Assinniboiné included protecting settlers, guarding the trade route from Fort Benton to Fort Walsh and Fort Battleford in Canada, controlling the illegal cross-border trade in guns and liquor, and monitoring the activities of Indian tribes in the area.

Among Fort Assinniboiné's more famous residents was General John J. (Black Jack) Pershing who arrived in 1896 to serve as company commander for the 10th Cavalry, also known as Buffalo Soldiers. Pershing later commanded the American Expeditionary Forces in Europe during World War I and rose to the rank of General of the Armies.

Tours of the fort are available from Memorial Day through Labor Day at 5 p.m. daily. The tours originate in Havre at the H. Earl Clack Museum in the Holiday Village Shopping Center. For more information, call 265-4000 or 265-4383.

To learn more about Fort Assinniboiné, visit <http://ag.montana.edu/narc/fort.htm> or <http://co.hill.mt.us/museum/assinniboiné/fort.html>.

Montana's Historic Bridges

❧ Part 2 – The Great Depression continued ❧

by Jon Axline, MDT Historian

Increased federal funding for road and bridge construction provided the Montana Highway Department the opportunity to replace many older bridges in the state with structures comparable to the Culbertson Bridge. Many of the older structures dated to the late nineteenth and early twentieth centuries and had been badly damaged by vehicular collisions, ice jams, or were just worn out. One of the best examples was the old East Bridge in Billings, which had become so unsafe that the county stationed watchmen at both ends to prevent vehicles weighing more than five tons from crossing it. After intense lobbying of local Billings business groups, the commission awarded a contract to replace the bridge to William A. O'Brien of Butte in September 1934. Completed in late June 1935, the *Billings Gazette* called the through-truss bridge a "modern structure in all details." MDT replaced the bridge again in 1992.

Also in 1935, a group of Laurel's business and civic leaders lobbied the highway commission for a new railroad overpass on U.S. Highway 10 between Laurel and Billings, which was one of the most heavily used roads in the state. To make matters worse, motorists had two dangerous at-grade crossings to traverse on what was also a very busy railroad. In July 1935, the Northern Pacific Railway and the highway commission programmed a grade separation structure project east of Laurel as its number one priority. Ben Ornburn completed the design for the three-span, 269-foot steel girder structure in May 1935. On the first day of November 1935, the commission awarded the contract for construction of the steel stringer overpass at the railroad's Mossmain Junction to Spokane contractor James Crick.

The Mossmain Overpass opened on May 23, 1936, after Northern Pacific brakeman George Yerger drove the first vehicle over the bridge. The *Laurel Outlook* reported that he "derived quite a thrill from the experience" as it provided him with an "entirely new view of the far-flung Laurel yards, which he had known intimately for many years." The overpass was the longest and most massive steel girder bridge in the state when completed. It required nearly 157,000 cubic yards of fill material for the approaches and over one million pounds of structural steel on the superstructure. The overpass carried Highway 10 over four sets of railroad tracks. The elegant cambered girders and streamlined appearance of the overpass still make it an aesthetically pleasing structure.

In May 1935, the U.S. Supreme Court declared most provisions of the National Industrial Recovery Act unconstitutional. Consequently, the Roosevelt Administration folded parts of the Public Works Administration into other federal agencies and created new ones, including the Works Progress Administration (WPA). Under the auspices of the WPA, the highway commission authorized the construction of 502



Built in the late 1930s, the Mossmain Overpass, between Laurel and Billings, was Montana's longest and most massive steel girder bridge. The elegant, streamlined structure carried traffic on U.S. Highway 10 over four sets of railroad tracks.

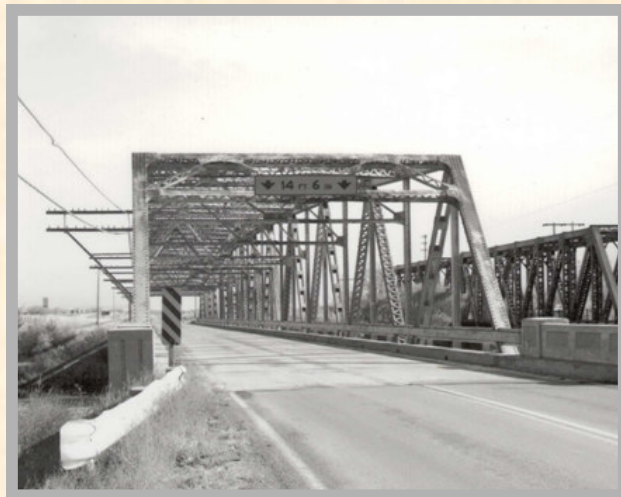
steel, timber, and reinforced concrete bridges between May 1935 and December 1941.

As the 1930s drew to a close and war appeared unavoidable, the highway commissioners and the department engineers redirected their priorities at the direction of the federal government. Increasingly, discussions in commission meetings concentrated on integrating Montana's roads and bridges into a national military strategic highway network. Primary highways, like U.S. Highways 10 and 91, best served the nation's interests in the event of a national emergency because of their connections to strategically important places in Montana. Secondary roads functioned primarily as farm-to-market routes and were not critical to the defense system. The strategic highway system had a profound impact on Montana's bridge program. Because of the redirection of steel to military industries, the Public Roads Administration (PRA) (formerly the BPR) and the commission prioritized the construction schedule to best meet the needs of the strategic highway system. The War Department directed limited supplies of steel to bridge projects on strategically significant roads, while the commission and PRA prioritized projects on the secondary system based on their proximity to the strategic roads.

The biggest bridge project during this period was located on a strategic highway near Hardin. The Big Horn River Bridge on U.S. Highway 87 was designed by the highway department's engineers and built by the state's most prolific bridge builder, William Roscoe. Roscoe had barely completed the substructure and approaches for the bridge when the Japanese attacked Pearl Harbor on December 7, 1941.

Even though the bridge was located on a primary defense highway, Roscoe couldn't get the structural steel he needed to build the bridge, forcing him to shut down the project. After finally obtaining the steel, Roscoe found that all the skilled steel workers in Montana had either been drafted or had found work in West Coast shipyards. Because of the labor shortage, Roscoe had to import steel workers from out-of-state, which significantly raised the cost of the bridge.

The U.S.'s entry into World War II ended the bridge-building boom which transformed Montana's transportation landscape. From 1930 to 1941, the Montana Highway Department built nearly 3,000 miles of road and 1,213 bridges, many of which still survive on the state's two-lane roads. The department also replaced many old county bridges that were now located on Federal-Aid highways and "feeder" roads. The department intended its program to make Montana's highways more efficient by providing sturdy and reliable bridges and railroad grade separation structures. Much of the Depression-era infrastructure still survives along Montana's two-lane roads and bears witness to the utilitarian art of bridge engineering just prior to World War II.



World War II labor and steel shortages delayed the construction of the Big Horn River Bridge on U.S. Highway 87 near Hardin.

MDT Studies Rockfall Hazards

MDT has developed a comprehensive rockfall management system for state-maintained roadways. The goal of this project was to find and grade potential rockfall sites and to gather data that will enable MDT to strategically plan a statewide rockfall mitigation program.

The Department used the Rockfall Hazard Rating System (RHRS), a nationally recognized rock slope management tool, to grade rockfall sites and to estimate the cost of mitigating the most serious locations.

Researchers were able to search 10,800 miles of roadway without leaving their offices using MDT's ImageViewer computer program, which displays an image of the roadway every ten meters. They then compiled a list of rockfall sites located in each maintenance section along with a history of rockfall at each location.

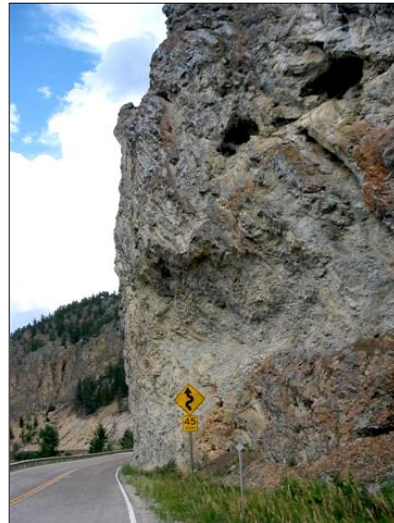
Researchers then visited the sites and graded them either "A," "B," or "C." They entered sites with an "A" or "B" rating into a database, recorded the locations, and took photographs. The next step was to complete a detailed assessment for the A-rated sites using a 12-

category rating system. Each category represents an element that contributes to the overall rockfall hazard such as slope height, ditch effectiveness, geologic character, etc. Finally they prepared preliminary designs and cost estimates for the top 100 sites.

During the preliminary phase, researchers visited 2,653 sites. Of these, 1,869 received either an "A" or "B" rating and were incorporated into the RHRS database. The remaining sites were excluded from further consideration. The database now contains 367 A-rated sites.

This systematic approach to rating rockfall sites proved much more efficient and cost effective than investigating sites on a case-by-case basis. The primary purpose of the project was to reduce the rockfall hazards faced by the motoring public and to gain better tools for managing rockfall costs. For the first time, important statewide rockfall history has been gathered and documented. This enables MDT to allocate its mitigation funds at the most appropriate sites and to manage its maintenance and construction funds more efficiently.

For more information on this project, contact Rich Jackson at 444-6275



This giant rock stands next to Highway 43 near Wise River in Silver Bow County. Landslide Technology took the photo during the rockfall classification phase of the project.

(ricjackson@mt.gov) or Craig Abernathy at 444-6269 (cabernathy@mt.gov). To view a list of all MDT research projects, visit http://www.mdt.mt.gov/research/projects/sub_listing.shtml.

MDT Wants Your Comments

To receive a list of highway projects MDT plans to present to the Transportation Commission, visit http://www.mdt.mt.gov/pubinvolve/docs/trans_comm/proposed_proj.pdf, or give us a call at 1-800-714-7296. You can mail your comments on proposed projects to MDT at the following address or e-mail them to mdtnewprojects@mt.gov.

MDT Project Analysis Chief
PO Box 201001
Helena, MT 59620-1001

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Contact Information

Only the most frequently requested numbers are listed here. For an area or person not listed, call 800-714-7296 (in Montana only) or 406-444-3423. The TTY number is 406-444-7696 or 800-335-7592.

Administrator (Sandra Straehl).....	444-7692
.....	sstraehl@mt.gov
Bicyclist/Pedestrian (Pam Langve-Davis)	444-9273
.....	plangvedavis@mt.gov
Map Orders.....	444-6119
.....	http://www.mdt.state.mt.us/travinfo/maps
Multimodal Planning (Dick Turner).....	444-7289
.....	dturner@mt.gov
Projects (Gary Larson).....	444-6110
.....	glarson@mt.gov
Secondary Roads (Wayne Noem).....	444-6109
.....	wnoem@mt.gov
Road Data & Mapping (Zia Kazimi).....	444-6111
.....	zkazimi@mt.gov
Traffic Data (Becky Duke).....	444-6122
.....	bduke@mt.gov
Transit (Tom Steyaert)	444-4210
.....	tsteyaert@mt.gov
Statewide & Urban Planning (Lynn Zanto).....	444-3445
.....	lzanto@mt.gov
Newsline Editor (Dawn McCallum)	444-6115
.....	dmccallum@mt.gov

MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program, or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information call (406)444-3423, TTY (800)335-7592, or the Montana Relay at 711.

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MDT's mission is to serve the public by providing a transportation system and services that emphasize quality, safety, cost effectiveness, economic vitality and sensitivity to the environment.

Rail, Transit & Planning Division Montana Department of Transportation

2701 Prospect Avenue
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800-714-7296



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Comprehensive Highway Safety Plan

Hazard Elimination Program

What is the Hazard Elimination Program?

The Hazard Elimination Program is an element of the Montana Department of Transportation Comprehensive Highway Safety Plan that funds safety improvements at high-hazard accident locations. Some examples of the types of projects addressed with these funds are signing, striping, delineation, guardrail installation, slope flattening, and roadway realignment.

Who manages the program?

MDT's Safety Management Section annually reviews investigated accidents of record and sites submitted by local agencies in order to develop a priority list of locations that could participate in this program.

Where does the money come from?

Ninety percent of the money for safety improvements at these locations comes from the federal government (Highway Trust Fund). Ten percent comes from the state or local governments.

Who is eligible?

To be eligible, a city or county must regularly report accidents to the Montana Highway Patrol for recording in the Transportation Information System. The proposed improvement must not be a maintenance function.

What is the goal of the Hazard Elimination Program?

The goal of the Safety Management System and the Hazard Elimination Program is to reduce the number and severity of crashes on Montana roadways.

How are high-hazard locations identified?

High-hazard locations are identified by accident trends based on the number of crashes, accident rates, severity of crashes, or a combination of these factors.

How many locations can local road agencies submit from each city or county?

Applicants may submit up to five locations annually. These sites will be included in the overall statewide ranking and priority listing.

What information should we submit with the application?

You will need to include a safety priority list, accident analysis, traffic information, and proposed improvements. (See the application on the back of this page.)

What is the review and approval process?

After MDT receives all the applications from participating cities or counties, the Safety Management Section develops a list of priorities according to a benefit/cost ratio. Next, we develop a program for improvement subject to availability of funds and a benefit/cost ratio greater than 1.0. The Transportation Commission approves the list of safety improvement projects with the highest benefit/cost ratios.

Where should we send the application?

Safety Management Section
Montana Department of Transportation
P.O. Box 201001
Helena, MT 59620-1001
(406)444-6113

What is the deadline for submitting applications?

June 30, 2006

Comprehensive Highway Safety Plan

Hazard Elimination Program Application

Each city or county should submit one application per intersection or high-hazard location (up to five) to be considered for funding along with a copy of the safety priority list for their jurisdiction.

**Send to: Safety Management Section
Montana Department of Transportation
P.O. Box 201001
Helena, MT 59620-1001**

1. City, county, or road agency _____
2. Contact person (name, address, and phone number):

3. Location description for intersection or hazard area _____

4. Collision diagram of investigated accidents
 - a. Type (pedestrian, angle, rear-end, other, etc.)
 - b. Severity (fatal, injury, or property damage)
5. Time period for the data:
from _____ to _____
(date) (date)
6. Average daily traffic volume: _____
7. Accident trend and countermeasures
 - a. Identified accident trends
 - b. Corrective measures proposed to address the accident trends
8. Proposed improvements
 - a. Improvement to be considered and a sketch of the improvement
 - b. Cost estimate for the improvement

***** Please attach a diagram and analysis to the application.*****